

**IN THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1 - 28 (Cancelled)

29. (currently amended) A motor brake device according to Claim [[1]] 30, wherein the first closing body (30) is a control valve (30), an exhaust gas brake flap or an exhaust gas throttle valve.

30. (currently amended) A motor brake device for a turbocharged internal combustion engine (1),

with an at least two-stage charge system (10), which includes at least one high-pressure stage (11) as well as at least one low-pressure stage (12) connected in the exhaust gas flow downstream of the high-pressure stage (11) and upstream in the charge air flow,

with at least one exhaust gas line (20, 20A, 20B, 21, 22) connected with outlet channels (8) of the internal combustion engine (1) and connected downstream of the internal combustion engine (1),

with at least one first closing body (30), which is provided in an area of the exhaust gas line downstream of the high-pressure stage (11) and/or the low-pressure stage (12), wherein the first closing body (30) is constructed in such a manner, that the exhaust gas flow-through and thereby the thereupon dependent pressure (P1) in the exhaust gas line (20, 20A, 20B, 21, 22) is

so variable, that thereby the motor brake power is variably adjusted as required,

wherein an exhaust gas recirculation line (32, 35) is provided, which includes at least one exhaust gas return line (32), via which a portion of the exhaust gas ~~can be~~ is supplied from an exhaust gas line (20, 20A, 20B) upstream of a turbine (13, 13A, 13B) of the high-pressure stage (11) to a charge air line (25) behind a compressor (14) of the high-pressure stage (11) to ensure that the exhaust gas side pressure (P1) in the exhaust gas line (20) is always greater than the charge air side pressure (P2) in the charge air line (25) or to reduce harmful emissions ([N<sub>ox</sub>] NO<sub>x</sub>, CO, CO<sub>2</sub>).

31. (previously presented) A motor brake device according to Claim 30, wherein no one-way valve is provided in the exhaust gas return line (32) and wherein a first pressure (P1) in the exhaust gas line (20, 20A, 20B) ahead of the turbine (13, 13A, 13B) is continuously greater than a second pressure (P2) in the charge air line (25) downstream of the compressor (14).

32. (previously presented) A motor brake device according to Claim 30, wherein a flow-through restrictor (35) is provided, which is located in the exhaust gas return line (32) and via which it is determined which proportion of the exhaust gas is returned via the exhaust gas return line (32) into the charge air line (25).

33. (canceled)

34. (currently amended) A motor brake device according to Claim

[[1]] 30, wherein at least one of the turbines (13, 16) is a turbine with variable geometry.

35. (currently amended) A motor brake device according to Claim [[1]] 30, wherein at least one turbine (13, 13A, 13B) of the turbocharger (10) is a twin flow turbine (13A, 13B), in which two turbine wheels (13A, 13B) are arranged parallel to each other.

36. (previously presented) A motor brake device according to Claim 35, wherein the two turbine wheels (13A, 13B) of the twin flow turbine (13A, 13B) have an exhaust gas channel with varying flow through cross-section.

37. (currently amended) A motor brake device according to Claim [[1]] 30, wherein each high-pressure turbine (13, 13A, 13B) is provided in parallel arrangement with at least one bypass line (33A, 33B) with a respective therein associated second closing body (34A, 34B).

38. (previously presented) A motor brake device according to Claim 35, wherein the respective second closing bodies (34A, 34B) provided respectively in the bypass lines (33A, 33B) of the twin flow turbine (13) are designed to be controllable or adjustable independently of each other.

39. (currently amended) A motor brake device according to Claim [[1]] 30, wherein at least one closing body (30, 34A, 34B) is a valve and/or restrictor and/or flap and/or slide valve.

40. (currently amended) A motor brake device according to Claim

[[1]] 30, wherein a control device (40) is provided, which provides a control or adjustment signal, via which the first closing body (30) and/or the second closing body (34A, 34B) and/or the flow through restrictor (35) and/or the turbines (13, 16) with variable turbine geometry are adjustable or controllable.

41. (currently amended) A motor brake device according to Claim [[1]] 30, wherein the control device (40) is a component of the motor control unit (ECU), which includes a program controlled unit.

42. (currently amended) A motor brake device according to Claim [[1]] 30, wherein the control or adjusting signal is an electric or pneumatic or hydraulic signal.

43. (currently amended) A motor brake device according to Claim [[1]] 30, wherein at least one of the closing bodies (30, 34A, 34B) or the flow through restrictor (35) is integrated in the housing of the turbocharger (10).

44 - 54. (canceled)